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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY

USSR

DATE DISTR 24 Sep 1954

SUBJECT

The USSR Register/Boiler Inspection

NO. OF PAGES 3

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

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DATE
ACQUIREDSUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION

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1. [] the birth date in Russia of an organization the aim of which was to carry out technical inspection of sea-going, river and lake vessels, to classify them as well as to exercise technical control over the construction of new vessels. On this date a number of Inspector Committee Bureaus of Russian Transport-Insurance Companies were set up at the terminal points of the Mariinsk System, that is in St Petersburg and Rybinsk. Subsequently, in the year [] these functions were transferred to a Classification Society which, since it was specially organized for this purpose, was called the "Russian Register".

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2. In the first few years following the October Revolution agencies of Glavvod (Main Administration for Water-Ways) were concerned with the problems of technical inspection, registration and classification of vessels. [] these functions were transferred to the "Russian Register" which, one year later, was renamed "USSR Register".

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3. As long as these technical inspection and classification organs have been in existence they have been and still are concerned with problems affecting the improvement of navigation and shipbuilding; they study all possible types of vessels and promote higher standards in the quality of shipbuilding. In the course of all these years the "USSR Register" has worked out a great number of rules and norms applicable to shipbuilding and has issued instructions for their technical implementation. In the meantime these rules and norms have been revised and simplified in order to keep them abreast of modern shipbuilding techniques.

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4. One of the first important tasks accomplished by the "USSR Register" was the "Rules on Classifications and Construction of Sea-Going Steel Vessels". According to these rules the construction of the hull of tankers with two fore-and-aft bulkheads, which today is adopted for all modern oil tanker vessels, was standardized for the first time.

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5. Norms on the stability of vessels were first worked out and published by the USSR Register.
6. For the period [] (when the USSR fleet was nationalized) over 200 printed works and 37 materials on shipbuilding standards translated from foreign languages were published by the USSR Register. 50X1-HUM
7. Along with its normative work, one of the main duties of the USSR Register consists of studying and approving construction of merchant vessels to be built and of carrying out the technical inspection when vessels are built or repaired. At the present time, construction and repair of all vessels is carried out by projects, which have to be approved by the USSR Register and which are subject to its technical inspection.
8. [] the USSR Register set up a "Technical Council" which was charged with the study of problems connected with the development of merchant vessel construction. 50X1-HUM
9. [] the building of merchant vessels in the USSR and the building of vessels for the USSR in foreign shipyards proceeded exclusively under the inspection of the USSR Register and in accordance with its highest standards. 50X1-HUM
10. A very important sector in the USSR Maritime Register's activity is the technical inspection of vessels which are in operation. The job of technical inspection consists among other things, of introducing practical measures aimed to avert accidents to vessels.
11. During World War II, with the aid of the USSR Maritime Register, practical means to rapidly and effectively repair sea-going vessels damaged in battle were tested and found. The system of electric welding and concrete laying (under technical supervision of the USSR Maritime Register) in the repair of shot holes or other type of battle damage was used extensively. [] 50X1-HUM
12. After the nationalization of the fleet [] the job of inspecting all ships' boiler installations was turned over to the water transport organizations and after [] it was assumed by the USSR Register. 50X1-HUM
13. The taking over of all vessels by the government made it possible for the USSR Register to get more complete data on steam boilers installed on merchant and river vessels, to disseminate the result of experience gained by a great many observations of the boilers' working condition, to provide better founded deductions on the causes for past defects and to check on the adoption of measures proposed or recommended by the Register with the aim of preventing or removing these defects. In the beginning of its existence, the USSR Register encountered a great many difficulties. In this connection the boiler inspection rules were expected to provide for testing of the material of boilers which were already over 24 years old. To fully accept such a demand with regard to boilers of the nationalized fleet, where there were several thousand boilers over 24 years of age, would have put the USSR Register in a position where it could not thoroughly carry out inspection of material and in many cases it would have had the effect of keeping vessels from being put into operation. The Register was faced with a complicated task; it had to find a way out of the situation without prejudice in order to ensure reliable functioning of the boilers and the proper operation of the fleet.
14. The only criterion which possibly could have been established on the question as to whether testing of boiler material should be demanded because of age would have been the systematic testing of the material of boilers which were either defective or which had been in operation for over 24 years. The nationalization of the fleet made it possible, [] to start extensive research on the material of old boilers in order to establish to what extent the boiler's age affects the mechanical quality of the steel in the boiler. 50X1-HUM
15. Preliminary conclusions drawn from tests made by [] Gavrilashchikov, member of the Technical Council of the USSR Maritime Register [] showed that the results of static tests do not depend on the age of the boiler. As a result [] the Register rescinded the request for making tests on the boilers' tensility and bending due to old age. 50X1-HUM
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16. Furthermore, while examining the problem of the effect of the aging process on the weakening of the tensility of the metal of boilers parts, it was established that the age of a boiler proves to have no influence on the results of dynamic tests of the steel of which the boiler is composed.
17. Consequently the USSR Register was in a position to reject demands for mechanical tests of boiler material for reasons of age on the basis of static as well as dynamic load tests. The rejection of this demand made it possible to extend very old boilers' operating time in service.

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18. Another very important item in the field of boiler inspection was the introduction of welding processes for the repair and construction of boilers.
19. The systematization of material adapted for electrical and gas welding gave the USSR Register the chance to prepare and issue [] the first "Rules in the Application of Gas and Electrical Welding in Repair and Construction of Ship's Steam Boilers", ever published in the USSR. The adoption of these rules made possible the introduction of welding as the most perfect and most effective means for carrying out repair of boilers without the need of removing them from the vessel. The welding system was applied by the Register not only to repair jobs but to construction of entirely welded boilers.
20. Severe and thorough demands by the Register relative to the quality of welding combinations compelled ship repair and ship building enterprises to switch over to applying such methods of welding (also of electrodes) that produce welding seams which in their tensility are pretty close to the basic metal.

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